

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
(THURSDAY), the 20th June, 1901,
at 2.30 P.M.,
at their Sales Rooms, Ice House Street,
SUNDRY HOUSEHOLD FURNITURE,
Comprising:
TAPESTRY COVERED DRAWING
ROOM SUITE, DOUBLE and SINGLE
IRON BEDSTEPS with wire and chair
MATTRESSES, TEAKWOOD SIDE BOARD
with Glass, BOOK CASES, CHEST OF
DRAWERS, GLASS and CROCKERY
WARE, CARPETS, RUGS, STOVES,
SHANGHAI BATHS, PICTURES, &c., &c.
Also:
A Choice Selection of BLACKWOOD
FURNITURE.

And
One PHONOGRAPH, One GRAPHO-
PHONE, One GRAND PIANO, One RICK-
SHA and One set of TENNIS NETS, &c.
TERMS—As Usual.
Catalogues can be had on Application.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 19th June, 1901. [649c]

PEAK CLUB.

THE BAND of the SECOND BATTALION ROYAL WELSH FUSILIERS will play on SATURDAY, the 20th instant, instead of Saturday, the 22nd instant, as previously notified.

OSWALD D. THOMSON,
Hon. Sec.
Hongkong, 19th June, 1901. [649c]

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the TWELFTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 6th July, at 12.15 P.M. for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 30th April, 1901, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant, to the 6th July, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 19th June, 1901. [648c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
"HAI TAN."
Captain Roach, will be despatched for the above Port, on FRIDAY, the 21st instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAYRAIK & Co.,
General Managers.
Hongkong, 19th June, 1901. [650c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

"KUMSANG."
Captain E. J. Butler, will be despatched as above on TUESDAY, the 25th instant, at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 19th June, 1901. [647c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship.

"ANPING MARU."
Captain S. Asami, will be despatched for the above Port, on WEDNESDAY, the 3rd July, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 19th June, 1901. [631c]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS,"
FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 26th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left to the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th June, 1901. [651c]

Intimations.

SINGING, PIANO, MANDOLINE, AND GUITAR.

SIGNOR CATTANEO, having returned to the Colony, has resumed Tuition.

TERMS.....\$10 per Month.
(TWO LESSONS PER WEEK).

Application may be made by intending pupils through the ROBINSON PIANO CO.
Hongkong, 20th April, 1901. [444c]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Intimation.



A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1811.

THE LEADING MANUFACTURERS

OF
AERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles, that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

Hongkong.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 19, 1901.

NOTES AND COMMENTS.

Reuter's Telegrams are not always as intelligible as one could desire, and the news they bring us is often fragmentary and disconnected. The telegram we publish this evening is a fair sample of what we mean. We have no definite information of the existence of any negotiations, at Peking as to the details of the additions to be made to the tariff duties to be levied, under the authority of the Powers, by the Chinese Government in aid of their ordinary revenue under the Treaties and with a view to raise the funds needful to pay off the indemnities. We are informed, nevertheless, that Great Britain has objected to additional import duty on opium and rice and that America has taken objection to any discrimination in favour of any particular Power or in respect of any particular article of trade. On the face of it it seems right and proper that every one of the Powers should contribute equally to the fund out of which all have to be paid. On second thoughts it seems equally fair that particular articles of trade which are wholly and entirely imported by one Power, like opium, and therefore on which no Power but Great Britain pays duty, should be exempt. However that may be, it appears clear from the wire that a great deal remains to be done still at Peking before it can be safely said that matters are finally settled between the Powers and China and between the Powers themselves. When the end may be no one can possibly foresee, but one thing may be positively affirmed and that is, that, however and whenever the final settlement comes, no improvement in the conditions of trade will or can by any possibility accrue to the foreign merchant or trader as the result of the sacrifices of the last twelve months.

REUTER'S TELEGRAMS.

THE CHINESE INDEMNITY QUESTION.

LONDON, June 17th.

The correspondent of the *New York Herald* at Washington, states that Great Britain has notified the Powers that she will not consent to China increasing the duty on imports of Opium and Rice.

From this it is evident that the attempt of certain Powers to provide China with the means of raising the indemnity is likely to fail.

The State Department of the United States has instructed Mr. Rockhill to oppose any attempt on the part of any nation to have particular imports exempted from increased duty.

LATER.

BRITISH SOUTH AFRICA.

THE RECENT ENGAGEMENT WITH DE WET.

In the recent engagement with De Wet, the British forces were victorious.

landers—Lieutenant Alan Cameron and six men killed, thirteen wounded. Bedfordshire Regiment—Lieutenant Strong and five men killed, Captain Finlay and eight men wounded.

The remaining casualties were amongst the Australians.

WEATHER REPORT.

The Observatory report says—
On the 19th at 12.15 p.m. barometric changes are unimportant. The depression still lies over the E. coast of China. Gradients continue moderate with strong S. monsoon in S. China and the N. part of the China Sea. Forecast—Strong to fresh S.W. winds; squally, showery.

LOCAL AND GENERAL.

The German and French mails of the 15th and 20th of May, were delivered in London on the 15th and 18th instants.

We note that the obstruction in Queen's Road West, occasioned by the debris from the recent fire in a paper shop, is still very much in evidence. We wonder how long it will take to remove it?

The man who cuts glass and swallows iron will have to look to his laurels. At the meeting of a certain Ordinance Company the Chairman stated that he had an insatiable appetite for machine-guns.

The Resident of Kluang is offering a reward of five hundred dollars for information leading to the arrest of the pirates who attacked the junk *Kim Suet Bee* in the Straits of Malacca, as recently reported in our columns.

A HAVAS telegram, dated Paris, June 12th, says that the colonial troops stationed in France have been formed into a special army corps, called the Colonial Army Corps. General Duchemin is the head of this corps.

We have already received several articles to complete for our fifty dollar prize, and some of the methods put forward for the raid on Hongkong are most ingenious. We would remind our readers that entries close on Saturday, the 29th instant.

The Manila papers state the number of plague cases occurring daily in Hongkong as between 20 and 30. As a matter of fact the cases are probably double the number, as those figures only represent the number actually reported to the Sanitary Board.

The *Malay Mail* dwells upon the unhealthiness of Kuala Lipis, as the head-quarters of the Pahang Government. Mr. Hugh Clifford has been very ill of late since his return thither. Pekan is suitable for head-quarters but its remoteness tells against it.

This morning in the Supreme Court Mr. J. J. Francis, K.C., asked His Lordship if sitting accommodation might be afforded his client P. T. Crisp outside the dock. His Lordship said he did not want to make distinctions, but the defendant could have a chair in the dock.

The proposal to dismiss the Filipino judges and appoint Americans in their place has created quite a storm. The Filipino judges contend that they are being badly treated after standing by the U.S. Government, and it is stated that this is not the first evidence of inequality of treatment of the native races.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery copies.

A JUDGE is to be appointed to the British Consular Court at Bangkok. Mr. W. J. Archer, the present Chargé d'Affaires, and acting Consul-General, will be judge on the appointment of a Minister to Bangkok. This is a decision that will give general satisfaction, says the *Bangkok Times*, for Mr. Archer's judicial abilities are already well-known and respected.

It is a curious coincidence that Major-General Kitchener and Smith-Dorrien, who were promoted the other day in recognition of their services at the Cape, were born on the same day, the 26th May, 1858. They both became Brevet-Colonels on the 16th November, 1898, in recognition of their services in the Khartoum expedition, and have now been promoted to General's rank in the same Gazette.

CHATTING with an official to-day, we happened to mention the bad state of the road to Kowloon City just beyond Hung-hom, and expressed surprise that the Police had not controlled the traffic better and so prevented the cutting up of the road by the earth coolies with their barrows.

The official told us that it was not the duty of the Police to do so, for the control of traffic was part of the duty of the Public Works Department. "It does not matter to us whether our informant was right or wrong, but it seems strange that any official should say that the control of traffic devolves upon the P.W.D. Whoever is responsible should be stirred up on the matter of this bit of road."

We would call the attention of our readers to the offer of a prize of fifty dollars made in our leader column of the 11th instant. As will be seen, the prize is to be given for the best sketch of a project for the capture of the Island by a hostile force with a view to the destruction of the Naval Yard, Arsenal and Barracks. This is a subject which should readily interest our readers; and we trust that we shall have a good batch of manuscripts to consider. Articles should not exceed two thousand words in length; they must be written on one side of the paper only and should reach this office before 5 p.m. on Saturday, 29th inst. All articles to be addressed to—
The Editor,
"Hongkong Telegraph,"
50 Queen's Road Central.

The recent high and squally winds seem to have reduced the number of mosquitoes considerably, but cockroaches have been flying at night in great numbers. However, scientists have not started a disease propagated by these loathsome insects yet, at least we have not heard much of them as infection carriers.

They do things well in Singapore, but then they have a Municipal Council. Even sunrise and high water are controlled, for we note the time of each is given in a Singapore contemporary under the heading of "Arrangements." Would that Dr. Dobereck could be induced to "arrange" the very unpleasant weather; we are just now experiencing.

At the Harbour Master's Office this morning an enquiry was held into the circumstances connected with the collision between the Hongkong Hotel Launch, and a ballast boat which was being towed by another launch, on the 14th of this month. The certificate of the master of the Hongkong Hotel Launch was suspended for a month.

PLAQUE has appeared in the putlying Philippines. A Manila paper of the 15th inst. says:—Acting Assistant Surgeon Jno. Y. Halsel, U.S. Army, has been ordered to proceed, under the direction of the Board of Health at Manila, to Malolos, Province of Bulacan, at the earliest possible date, for the purpose of suppressing the plague, which has appeared in that locality.

SHANGHAI papers report that H.M.S. *Alacrity* left there on the 13th inst. for Weihaiwei, and the *Aschutza* again took up moorings at the British naval buoy. H.M. torpedo-destroyer *Hardy* left there the same morning for Kiukiang, and the Japanese cruiser *Asahi* and the gunboat *Aloya* left there the same day, the former going up the Yangtze, and the latter, whose place has been taken by the *Asahi*, returning to Japan.

We learn that Mr. Chan A. Fook is sending in his resignation of his seat on the Sanitary Board. He certainly shows his wisdom in refusing to further waste his time in aid of a Government which refuses to accept any advice. We wonder that Mr. Osborne and Mr. Fung Wa Chun do not follow his example, then the Board would be constituted in the manner most favoured by the Government.

The *Imperial Institute Journal* for May, notes a poultry disease called "Favus," produced by a small parasitic fungus, described in a leaflet issued by the Board of Agriculture. The disease is common to man, cats, dogs and rodents, and first shows itself in poultry by spots on the comb or wattles, and sometimes spreads to the body, making the feathers drop off. It is said to be highly contagious. We don't know if the parasite is known out here, but we see a good many very bald fowls about. We fancy, however, this arises from their way of settling individual differences.

A RECENT *Nagasaki Press* says:—In view of the fifth National Industrial Exhibition, which will shortly take place in Japan, the Authorities, whose aim is to encourage the exhibition of foreign-manufactured goods, have printed translations of the provisions of the law in English, French, and German, for the purpose of issuing to the foreign residents in Japan in the hope that the latter may be induced to become exhibitors. Another object of the translation is to attract foreigners to visit Japan on the occasion. It is reported that the Authorities have already applied to the respective Legations and Consulates with a view to spreading the circulars among the foreign residents.

We have received from the Pacific Mail Steamship Company an illustrated booklet of the route across America, via San Francisco and Chicago, over Pennsylvania lines. A very clear route map of the steamship line from Hongkong to "Frisco," and the railways thence to Chicago and Philadelphia is included. The first few pages give illustrations and notes of the various sleeping, dining etc., cars, and the bulk of the book is given up to views and short descriptions of the principal scenery and chief towns along the route. The views are very well printed, and paper, design and general get-up, as is generally the case with American illustrated guide-books, are excellent. From the pictures shown readers will see what beautiful country these lines run through. We understand these picturesque guides can be obtained from the P.M.S.S. Co.'s office in this Colony.

The following items are from the last *Peking* and *Tientsin Times* to hand:—

The iron cash now largely circulating in Peking, which excited some speculation as to where they came from, are now found to have been taken from some of the treasure vaults of the Imperial Palace.

General Voyron has for the better preservation of the general peace, prohibited his men from entering the British Settlement, wisely considering it best to consider the Settlement out of bounds, in the same way as we have always regarded the French Settlement. We trust the arrangement will work well.

The Russians appear to be having a good time in Newchwang, but it is doubtful if anyone else is. The Russian authorities are reported to open any letters which arouse their suspicions, and an American was lately imprisoned for three weeks before he could effect his release through his Consul and Ministers, solely because he had written home about the forts being built in Manchuria. All papers published in Newchwang are censored by the Russian authorities and all matters referring to Russia promptly blacked out.

Our respected townsman, Mr. F. A. Kennedy, merchant, who has made himself popular with us as a comedian, ventriloquist, gymnast, photographer, stenographer, pianist, chess player, "matadorist," etc., etc., appears in the last number of the "Wide World" Magazine as an author, and is responsible for a well-written, interesting and true narrative of Mr. Seeberg's gallant act in carrying dispatches between Tientsin and Taku during Tientsin's memorable week of siege last year. The article is especially and appropriately illustrated, one of the illustrations being a photograph of Mr. Seeberg and refers frankly to Mr. James Watts as the real saviour of Tientsin owing to the happy fortune which enabled him to reach Taku first. We congratulate Mr. Kennedy on his newly-discovered talents.

DESIGNS submitted to the authorities for the Royal cipher have been so numerous and diverse that considerable difficulty has attended the selection. The substitution of "E. R. VII." for "V. R." does not appear to offer grave difficulties, but the placing of the cipher and the modification of certain items in some of the designs in which the cipher appears has made the range of selection very wide.

The *Manila Times* says the re-naming of the amalgamated provinces of Manila and Morung "Rizal Province" is highly appropriate. Rizal was born at Laguna and his life in the Archipelago was spent in this vicinity. Until now no monument has been placed to the Filipino patriot's memory, and the action of the Commission in thus perpetuating his memory is a mark of respect and consideration to the Filipino people. The native press voices its full appreciation and pays the Commission a pretty compliment.

The American man-of-war, *Brooklyn* and the Russian warship, *Gromoboi*, which went to Melbourne at the time of the Duke of Cornwall's visit, had trouble because members of the crews went ashore—and stayed there. The *Brooklyn* was delayed a day, owing to the great difficulty experienced in getting the original crew together. Finally recourse had to be had to Australians, who were tempted by the offer of good pay. The same trouble beset the officers of the *Gromoboi*, where work was almost completely suspended for days for want of men.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

SANITATION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR MR. EDITOR,—Have you ever noticed what a beautiful system prevails in the Colony for the spread of plague, and other disease germs, especially by the so-called Sanitary Coolies? Walking along Wanchai the other morning I saw one of the Sanitary Board rubbish carts at the corner of a byesreet, half filled with refuse and half a dozen coolies, raking, and turning it over, for all they were worth, picking up odds and ends, such as old bottles, milk tins, rags, bones, and other oddments too numerous to mention, which they transferred to their pockets and to certain baskets, with which the cart was decorated, according to the value the article discovered appeared to hold in the mind of the coolie finding it. As I stood looking on I heard the sound of a bell far up the side street, something similar to what I have heard in the old country, when the muffin and crumpet man was going his rounds. Curiosity induced me to investigate the sound under the impression that something nice was to be obtained.

But (O Lord) it was only another dose of so-called sanitation, the bell was simply to notify the residents that baskets were there ready for the refuse of their dwellings. And such a stinking conglomeration of filth as was dumped (not in the baskets) but on the ground alongside of my little rifle picked out before being transferred to the baskets and carried to the carts. After the rubbish had been lifted from the ground a rough sweep up by a coolie with a Chinese broom was made, and the stinking, filthy, slimy portion left to be gathered up by the trailing dresses of females or the clothing of Chinese urchins who roll about on the ground.

Now don't you think, Mr. Editor, that this is a splendid system to propagate our pet disease, plague, or any other nice little epidemic that may be galvanizing around? No doubt it may cause the deaths of some Europeans and Chinese, but what's the odds so long as they don't belong to the upper ten of the colony? Let them die, what does it matter? Let the trade of the Colony dwindle away and the people become impoverished thereby, what difference does it make so long as dollars roll in sufficiently to pay military contributions etc., etc.? But Mr. Editor, it will matter in time to come, when other places with a better system of sanitation, or one more thoroughly carried out, arise, then will Hongkong, the much vaunted Emporium of the East, fall to a level with places whose revenue is as small as that of Macao. What about military contributions then, who will pay the piper? And who will be to blame for the decay of trade etc. in the Colony? Not the people, but their rulers; not the workers, but the drones.

There is only one way out of this, that is to take the most drastic measures possible, and lay the burdens on the backs of those who cause them, to wit the money grabbing landlord. We have people in the Colony who build (or buy houses already built) who absolutely refuse to do any repairs to their property no matter what state they may be in, the tenants living in them having to bear all expenses themselves, and in the case of a house let, a would-be tenant has to cleanse and purify it, put it in a habitable state before he enters, or take up his residence and run all risks. Mr. Editor, it is unnecessary for me to tell you how and of what these so-called houses are built, anyone who has read the *H. K. T.* knows what your opinion on that matter is. In cases of houses, or blocks of houses where plague or other deadly diseases recur, let it be at once in the power of the Government to reclaim the land and destroy the houses without compensation of any description to the owners, should it be reasonably proved that they, the owners, have neglected or evaded sanitary instructions from the Government of any kind. Or that they have built houses of an insanitary character, or have built them of material taken from buildings that have been destroyed because they were infected by disease, (what became of the material of which the buildings were composed that the Government paid compensation for in the year 1894?)

In conclusion I think that if strong measures are resorted to we shall see an end to plague and the Colony's return to prosperity.

Thanking you in anticipation that you will publish my letter,

I remain,
Yours, &c.,
OBSERVER.

Hongkong, June 19th, 1901.

REUTER'S TELEGRAMS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—In last night's issue of your paper I notice one of Reuter's telegrams beginning "A superior Boer force surprised a camp of 250 Victorians near Middelburg." I think Reuter's might leave all adjectives out when cabling. We are continually getting telegrams that a superior body of the enemy attacked our troops, but when the home papers come to hand we generally find out that were the superior force. We never seem to get a telegram that a superior body of our men attacked the enemy. Reuter's clerk at the other end is evidently not a pro-Boer.

I also note a telegram in the same column as the above extract commencing "General Elliott engaged the Boers under De Wet near Reitz on the 6th instant." I recollect reading in the papers some short time ago that De Wet was unhinged, or demented; there must be a mistake somewhere. The telegram was probably mutilated in transit, and should no doubt have read: "The wagons of De Wet are unhinged; a British General is demented." That is the probable reason De Wet escaped. I presume I will be accused of being a Pro-Boer.

Yours, etc.,

Hongkong, June 19th, 1901.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before His Honour Sir John Carrington, Kt., C.M.G., (Chief Justice.)

June 19th.

THE ALLEGED KIDNAPING CASE.

Percy Thomas Crisp surrendered to his bail on a charge of accepting a bribe of \$40 from Cheung Sing Kin. The defendant pleaded, "Not Guilty." The following jury was empanelled: Messrs. J. A. Woodgate, W. E. H. Hageberg, C. J. Clegg and R. Saxon, the remainder of the gentlemen in attendance being absolved from duty till 10 a.m. to-morrow.

The prosecution was undertaken by the Acting Attorney General, Mr. H. E. Pollock, K.C., Mr. J. J. Francis, K.C. instructed by Mr. Reece, appeared for the defendant.

The Acting Attorney General, in his opening remarks, pointed out to the jury the points of law bearing on the case and continuing said, the actual complainant in this case was Detective Inspector Hansen. The various facts of the case to be produced by the prosecution were gone through at some length and the correspondence in connection therewith was read through.

Isadore Xavier, sworn, said—I am employed in the Public Works Department. I am an assistant engineer. I have been eight years in my present capacity, I am in the habit of drawing plans. I drew the plan produced on No. 9 Old Bailey.

Mr. Xavier explained the plan.

By Mr. Francis.—I did not go up to the roof on the 13th. I do not remember if there were doors in the sitting room.

Cheung Sing Kin, sworn, said—I live at No. 9 Old Bailey on the 2nd and 3rd floor. I own 31 Hollywood Road. I bought it in the Chinese tenth moon. I have letters left for me at 365 Queen's Road Central. I got a message referring to 31 Hollywood Road just before Chinese New Year. I handed the notice to Messrs. Lee and Orange with my instructions. I went to the Public Works Department. The first message was given me by Li Kai, the accountant of the 1.1k Ying shop. The card produced is the one that was handed to me. I got the card after receiving the notice. I saw the defendant in the Public Works Department before I received the card. I had never seen him before. I saw him about the beginning of February. I asked Mr. Crisp what about the wall, he said it was cracked and I must do something to it. He asked my address. I told him 365 Queen's Road Central. I then went away. I met Mr. Lee coming from No. 31. I also saw Mr. Tooker. I did not see Mr. Chatham. Mr. Lee said he had inspected the wall. Mr. Lee showed me a letter from Mr. Chatham. Mr. Lee sketched me out a plan. I had the plates and the rods made according to the sketch. The rods would have to go into the party wall. The owner of the new house said that ten tie rods would injure the wall and he objected. I did not put in any tie rods after what he said, but they were all ready. I received another notice on the 27th April from Mr. Tooker. I was not at No. 31 when Mr. Tooker inspected the roof. The witness, in answer to questions, gave the same evidence that has already been reported in our columns a few days ago. The most important part of the evidence was as to the interview between witness and the defendant at 9 Old Bailey on the morning of the arrest. The defendant went there and, after accepting a whisky, drew the witness a sketch plan of a way of doing the necessary alterations at a small cost.

The witness continuing, said, The sketch shows the angle irons. The defendant said I might put one rod instead of ten with some new China shod poles instead of pulling down the whole roof. He said "I can save you a few hundred dollars." The flat was then the China flat would not cost me more than \$30 or \$40. He then said "why can't you pay me \$100?" I said \$30 would do. After a little while he said "At least \$50." I said will you take \$35? He said "I will not do it for \$35. You give me \$40." I took the notes from my pocket and counted them on the table and handed him \$40 in notes. I showed the notes to Captain Superintendent May the day before

to anyone. I have seen and spoken to Mr. Crisp twice. The first was at the beginning of February and the 2nd and 24th April. I saw him in the Public Works Department the first time. I cannot remember if Mr. Tooker was there. There were no Chinamen there. I was only there a few minutes and no one came in. I had never seen Mr. Crisp before. I never saw him in connection with No. 25. I did not know it was on his report I had to repair No. 25 and 27. I had two or three messages to go to the Public Works Department and did not go. I cannot read much English. I left St. Joseph's College about 10 years ago. I began buying and selling property about 5 years ago. I moved my office to 9 Old Bailey. I have a rent collector at 302 Queen's Road. I do not know if he is employed in the shop. I have three rent collectors. I collect rent from about 50 houses. I own 10 houses myself. I did not go to the Public Works Department when I received the messages because I was busy. I am not a troublesome person. I have been in the Public Works Department about 10 times in my life. I went there two or three times about No. 31 house. I got one Chinese chit to go there. I saw two Chinese there on the 22nd instant. Lo Tse Lum was not present when I saw Mr. Crisp next day. He did not come into the room. I did not ask Mr. Crisp if he wanted any cigars. Mr. Crisp asked me for something on 24th April on the roof of the house. He had not asked me for anything before. I got the summons about No. 31 house about the 25th to the 27th.

(Case Proceeding.)

THE PLAGUE.

Number of cases reported Chinese 1,287
up till noon of the 18th Other Asiatics 42
June, 1901 Europeans 43
Number of cases reported Chinese 1,287
during the past 24 hours Other Asiatics 42
Europeans 43

Total number of cases reported to date 1,290

Number of deaths reported Chinese 1,245
up till noon of the 18th Other Asiatics 25
June, 1901 Europeans 9
Number of deaths reported Chinese 1,245
during the past 24 hours Other Asiatics 25
Europeans 9

Total number of deaths recorded to date 1,290

Since noon on Saturday last the cases and deaths are—

Cases Chinese 91
Other Asiatics 5
European 2

Total 98

Deaths Chinese 88
Other Asiatics 3
European 3

Total 94

The plague returns for last week were—
Cases 151
Deaths 151

The returns for 19th June, 1901, were—
Total deaths to date 1,290
New cases in previous 24 hours 94
Deaths in previous 24 hours 94
Patients under treatment 203

We would remind our readers that rat traps and birdlime are to be obtained free from the Sanitary Board upon application. We are also informed that the Sanitary Authorities are willing to undertake the fumigation of any premises as a precautionary measure, should the occupants wish it.

AT THE MAGISTRACY.

ASSAULTING THE POLICE.
Inspector Kemp charged Lieut. Bennett, R.A., with an assault on the crew of Police Pinnace No. 5. From the evidence it appeared that the crew of the launch were eating their rice on the Police Pier at Kowloon, when Defendant came up with some Sepoys. Defendant told the crew of the launch to move and on their refusing to do so, struck the coxswain and chief engineer with his stick and kicked the cook. Evidence for the defence having been heard Mr. Hargland imposed a fine of ten dollars. As Mr. Stiggins says, "Police men are all very well in their way, but they won't stand no knockin' about."

DISORDERLY JAINS.
Kunigors Sugutara and Cho Muramoto, both from the s.s. *Sado Maru*, thought it would be fun to knock a few Chinese about in Ship Street. P.C. 101, Alex. Walters swooped down and put an end to their little spree. Mr. Kemp imposed fines of two dollars or seven days each.

ABUSIVE MINNIE.
It seems that Sergeant E. H. Evans, of the Garrison Prison had occasion to visit the house of Minnie Curran, 47 B. Praya East, in search of a soldier who was "wanted." Evans found the soldier and also Minnie, who used language quite unfit for publication. This cost Minnie ten dollars, but being unable to pay up she went to gaol for fourteen days.

THE LONELY WIDOW.
Ngai Kiu, a lonely widow of 51 years of age, residing at 125 Second Street, pleaded guilty to the unlawful possession of three pieces of clothing valued at ten dollars, and was sent to gaol for fourteen days.

A VALUABLE BOOTY.
Ho Yau, an amah, was sentenced to six months' hard labour for stealing from his mistress, Hak Kiu, clothing and jewellery to the value of \$200.

NEGLECTING TO REPORT PLAGUE.
Ng Wui, a coolie of 111 Wanchai Road, was charged by Dr. Clark with neglecting to report a plague case. Defendant pleaded guilty and Mr. Kemp imposed a fine of \$25 or six weeks' hard labour. Ng chose the latter.

DRUNK.
William Bishop, a seaman from the *Empress of India*, pleaded guilty to a charge of being drunk and incapable in Queen's Road and was fined the usual two dollars.

CAUGHT IN HIS QUEUE.
Tong Yew said that no less than twenty three baskets somehow or other got caught in his queue. Nevertheless he was sent to gaol for three weeks for theft. He'd better cut that unmanageable queue off, or it may get him into trouble again.

DUMPING RUBBISH.
Sanitary Inspector George Hoggarth found a couple of coolies from one of the dust-boats dumping rubbish in the Harbour. They were

fined each ten dollars or three weeks' hard labour.

COSTLY WORSHIP.

Li Tsun, P.C. 273, evidently doesn't believe in joss paper, for he charged Cheng Hi of 558 Queen's Road with causing a nuisance by burning a quantity in the street. Cheng was fined a dollar.

CANTON NOTES.

CIAN FIGHT.

(From Our Own Correspondent.)
CANTON, June 18th.
Shun Tak has a clan fight of a rather serious nature. Two large clans, one Li and the other Lo, got into a dispute over some trifling matter. A fight followed in which several were wounded and two or three killed. Now the trouble has assumed such magnitude that the Viceroy has sent a company of soldiers to quell the disturbance.

OPIMUM SMUGGLING.

For some time the receipts from opium has been falling off. An enquiry has been made, with the result that it has been found that a lot of opium now finds its way into the province through Kwong Chau Wan.

ICE PLANT FOR CANTON.

It is said that a company has been formed for the purpose of manufacturing ice. The factory will be located outside the North Gate. The Chinese are learning to use ice and there is every reason to believe that an ice factory could be carried on to advantage in Canton. It has not been stated where the supply of water is the come from. Unless some foreigner is put in charge it is to be feared that the Chinese will not always depend upon condensers for the water required.

MISSIONARIES STONED.

Word has been received in Canton that Dr. Machie of the American Presbyterian Mission and Mr. Mendenhall of the American Bible Society met with a rather warm reception on their way from Lien Chiu into Hunan. Near the borders of Hunan they were surrounded by a mob who used stones freely. Fortunately they escaped without much injury.

A QUEER CASE.

It is well-known that Consuls interfere in "Cases" which are not missionary, though when we read the papers and hear lectures we are led to infer that the missionary is the only person guilty of seeking the aid of the Consul in disputes with the Chinese. Yet if the facts were known it would be found that the majority of cases in which there is interference, does not come under the head of "missionary." The following is a case in point. A landlord wished to evict a tenant but according to Chinese law this could not be done without the consent of the tenant. The house is wanted for some doubtful purposes whereby big money can be made. The landlord looks around for some foreigner who can help him out. A German is found to whom the shop is mortgaged (temporarily) and the German Consul sends a note to the tenant to move out within eight days, or the local official will be called in to help him out. The case is not yet settled, but if the German Consul pushes the case there is little doubt but that the tenant will find it best to move quietly out. The tenant has studied foreign medicine and has a good practice, so that to leave the neighbourhood means a serious loss to him. Nor can he understand why the German Consul should interfere in a case which is purely Chinese. However it is not uncommon for foreigners to lend their names in this way. Of course no one expects them to do such dirty business for nothing.

HOW MURDER CASES ARE SETTLED.
The following illustrates how the Chinese regard murder. Two women went to draw water from a well. Having plenty of time on hand they began to talk. Before long they quarrelled. Then both wanted to draw water at the same time. One pushed the other and she fell into a paddy field and got wet. The wet one gathered her friends and went to the home of the other with two or three men and beat her so that she died. Then the elders got together and talked the matter over. After two days the elders decided that the man who had lost his wife should be paid \$200, where-with to provide himself with another. This proved satisfactory to all parties so the matter was settled. All this happened last month in the Tung Kun district and all parties are rejoicing that the magistrate did not make money out of the affair. No one seems to think that a crime was committed.

NORTHERN NEWS.

CHINESE EMBASSY TO GERMANY.

Cheng Yen-mow, Director of the Chinese Mining and Engineering Co., will arrive at Shanghai on the 17th instant, in order to arrange matters for the journey of the Chinese Embassy, headed by the Prince Chun, to Berlin in order to express the regret of the Emperor of China and of the Chinese Government for the murder of Baron von Kettler. He is arranging for the passage of the Embassy on the Imperial Mail-Steamer *Kiutichon*, which is expected to leave Shanghai homeward on July 16th.—*Ostasiatische Lloyd.*

"EMPRESS OF CHINA" DETAINED AT NAGASAKI.

SHANGHAI, June 18th.
Telegraphic news has been received that the steamer *Empress of China* has been quarantined at Nagasaki for ten days. The reason is that she had a case of bubonic plague aboard when she reached Woosung from Hongkong on Saturday. The victim was a Chinese, travelling steerage from Hongkong, who was ordered ashore at Woosung by Dr. Coy, the Customs doctor, and taken to the plague hospital at Bush Island. Specimens of his skin and particles of flesh were sent up to Dr. Stanley, the Health Officer, for bacteriological examination, with the result that it was found to be an undoubted case of bubonic plague. At last accounts the man was still alive.

On arrival at Nagasaki on Sunday night of the *Empress of China* from Hongkong, via Shanghai, the local sanitary officials, says the *Press*, who boarded the vessel for the usual medical inspection of the passengers and crew, discovered two Chinese suspected to be suffering from some contagious disease. The patients were at once removed to the Isolation Hospital attached to the Quarantine Station at Megami, and the vessel, after being thoroughly disinfected, was put into quarantine. The detention of the steamer was caused not only by the discovery of the two patients, but also by the fact that another Chinese passenger had been attacked by plague before the vessel's arrival at Shanghai, where the patient was landed for medical treatment. After the vessels departure for this port the case landed at Shanghai was confirmed to be one of plague. For these reasons, the local officials regard the vessel as being infected by plague, and she will be detained in quarantine for ten days at this port commencing from yesterday.

The *Empress*, we learn, has a full list of passengers, and it is a most unnecessary (to

state that the quarantine officials will do their best to beguile the tedium of the unfortunate voyagers during their enforced stay at this port by placing the beautiful grounds at Megami at their disposal.

DARING PIRACY IN SHANGHAI.

HOUSE IN SETTLEMENT LOOTED BY DESPERADOES.

SHANGHAI, June 14th.
About 2 a.m. yesterday a man knocked at the house-door of Chang Shu Ni, a wealthy pawn-shop owner and headman of the district, whose house is situated at the back of Yu Yuen Cotton Mill, Markham Road, and asked to be allowed to pledge some clothes, to enable him to procure medicine for a man that was seriously ill. The assistant thinking it was a case of real urgency opened the door, when about 20 armed men rushed in, overpowered the assistant, afterwards tied up the inmates, and carried off property to the amount of over Tls. 1,000. The men must have landed out of a boat, the place being close to the Soochow Creek, and it is supposed, they came from Naysiang or Wang Do; as they spoke the Hupeh dialect.—*New Press.*

PROSPECTIVE VISIT OF MAX O'RELL TO JAPAN AND CHINA.

The foreign community will be interested to hear—even if, as is true, the interest must be one of lengthy anticipation—that Max O'Rell, the famous lecturer, will probably visit Japan professionally in the autumn of next year, says a recent *Kobe Herald*. We understand that he has been commiserated with Messrs. Kelly and Walsh for the purpose of ascertaining what his prospects would be for a tour in Japan and China. He states that he is to undertake a tour in America (his eighth), beginning in October this year, and he wishes to come from America to Japan and China in September or October 1902. Mr. C. Crowther has been referred to regarding the probable success of a visit to Kobe in course of Max O'Rell's itinerary in the East, and we believe a reply has been sent which should secure a visit here from the famous lecture-humorist. Max O'Rell tours with a series of six lectures, or lecture-comedies as he more properly designates them, and he will be notified that there would probably be adequate results from three platform appearances, the three lectures named from his series for Kobe being, "John Bull, Sandy, and Pat," "Peculiar People I have met," and "Love and Matrimony." On our part we should judge that the lecturer will be very well advised if he takes these intimations as trustworthy. There would be no difficulty, we fancy, in making three of his lectures "go" very successfully in Kobe, especially as the field has practically been untouched by public entertainers of his quality and degree. We sincerely hope the Anglo-Frenchman of cosmopolitan fame may be able to carry out his contemplated tour in the Far-East. If he does he may expect to be able to secure, besides direct results, a fine fund of new "character" wherewith to garnish his "comedy-lectures" in the future.

THE HONGKONG BANK ROBBERY.

It is perhaps not premature to say that the mystery of the Hongkong Bank robbery is now practically solved, says the *Singapore Free Press* of 12th instant. The partners in the act appear to have been (1) the Chartered Bank Kling tamby who stole the Hongkong Bank Reserve duplicate keys deposited at the Chartered Bank for safe keeping; (2) the second Kling tamby of the Hongkong Bank, a man of 25 years good service; (3) the head Kling tamby of Behn Meyer & Co. who acted as go-between and tempter between the first and second parties.

It is ascertained that the Hongkong Bank tamby who took leave to visit his friends in India the other day, has carried off with him the whole bulk of the missing \$500 notes up to about \$250,000 in value. He will arrive at one of the Sado ports to-day and will be duly met on arrival by the Indian police. A telegram to this effect may arrive any moment. [These notes have already been recovered.—Ed.] The steamer in question is the B. I. S. N. *Zaida* which left Singapore on the 4th inst. for Penang, Madras, Karikal, and Negapatnam. A number of minor Hongkong bank notes and Government notes to the value of about \$15,000 had been deposited with a money-changer in Market Street, a friend of the Hongkong Bank tamby. He in turn placed a small portion, some \$2,000, in charge of another money-changer at the end of Malay Street. The wife of the latter was curious over the sudden accession of capital, and talked. Thus the affair came out.

It is a dramatic detail that in the small hours of the morning Mr. J. D. Taylor and Mr. Hughes of the Hongkong Bank, accompanied by a Malay detective and a Kling detective, and acting on the collusion one of the implicated, disinterred from a Kling burial ground along the Serangoon Road over \$2,000 of small notes, and a small gold bar, formed out of some of the missing sovereigns.

THE FAR EAST IN PARLIAMENT.

FAR EAST IN THE HOUSE OF COMMONS.

THE P. AND O. COMPANY.
May 10th.
In reply to Mr. Joyce, Mr. Gerald Balfour said: The Peninsula and Oriental Company do not in all cases provide their Luscar seamen with the space required by Section 210 of the Merchant Shipping Act, 1894. When space is not so provided no deduction from tonnage with respect to the deficient space is allowed. The petition of right presented by the Peninsula and Oriental Company was duly flayed by the Attorney-General towards the end of last year, and the answer on behalf of the Crown has been delivered. No undue delay has occurred in bringing the proceedings to this point, and it may be expected that the petition will be set down for hearing shortly.

CHINESE LABOUR IN SOUTH AFRICA.

14th.
Mr. W. Redmond asked the Secretary of State for the Colonies whether the Imperial Government would be able to exercise control on the question of Chinese labour in Rhodesia and the Transvaal; and if he could state what was the amount of the poll tax levied on Chinese in the various Australian colonies.

Mr. Chamberlain: Any legislation passed in Rhodesia and the Transvaal will require the sanction of the High Commissioner and of the Administrator of the Transvaal, who is subject to the instructions of His Majesty's Government. A poll tax of £10 is levied in New South Wales, Tasmania and New Zealand.

FISCAL REFORM IN CHINA.

Mr. Yerburgh asked the Under-Secretary for Foreign Affairs whether the Government would refuse to agree to any increase in the import tariff in China above the existing rate of 5 per cent. unless it was accompanied by reform of *lekin*; and whether the chambers of commerce would be consulted upon the whole question of fiscal reform in China.

Viscount Cranborne: His Majesty's Government have expressed themselves as opposed to any increase in the import tariff beyond what is required to raise the duties to an actual 5 per cent. *ad valorem*, except in connection with reforms in the treatment of foreign trade. In regard to fiscal reform in China, His Majesty's Government will certainly avail themselves of expert advice; recourse has already been had to such advice during the recent negotiations.

GENERAL.

HOUSE OF LORDS.

Coaling Stations.
The naval men had a great day. A procession of ex-First Lords of the Admiralty passed before the House all solemnly protesting against Mr. Brodrick's proposal to hand over to the Navy the duty of defending the stations upon which it relies for coal. Lord Spencer led this impressive show. He told the House that he had long been holding back his speech, hoping that some announcement would be made from the Government benches to dissipate his fears. He could keep silence no longer. Mr. Brodrick's scheme appeared to him to involve a most serious injury to the Navy. "We have not enough marines for the proposed task, and if we try to raise more we shall lower the high standard of that excellent force." It is because the Admirals of our Fleet know that they can rely upon the army to garrison the coaling stations which is so essential to the efficiency of our navy.

Lord Goschen followed, and delivered what was his maiden speech in the House of Lords with a clearness of utterance that is often lacking in peers, who are more accustomed to the whispered conversations which pass for debate in the Upper House. He said that he entirely agreed with Lord Spencer, and strongly condemned the way in which Mr. Brodrick had put forward this proposal without first consulting the Admiralty.

Lord Selborne, in his kindly, amiable manner, tried to defend his colleague. He said that Mr. Brodrick had asked him to consider the whole question exhaustively with an unprejudiced mind. "That is what I am still doing," Lord Selborne quietly added. "My examination is not yet complete." He added, however, that at present there was no body of men of any sort under the control of the Admiralty who could be used for garrisoning coaling stations, because they were all required for the manning of the fleet.

The ex-First Lords were not mollified. Lord Northbrook added his solemn protest to those that had gone before, and even Lord Ripon, as a layman, ventured to chime in and condemn the Government scheme.—*L. & C. Express.*

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on fifteen years' observations to 1895.

Barometer 29.763

Thermometer 80.7

Humidity 83.0

Rainfall 16.496

TO-DAY.

WEATHER REPORT.

On rate at 4 p.m. On date at 4 p.m.

Barometer 29.73 29.68

Temperature 84 85

Humidity 79 78

Rainfall 0.01 —

TO-DAY.

Wednesday, 19th June, 1901.

Chinese—3rd of 5th moon of 47th year of Kuang-su.

Sun—Rise 5hr. 18min.

Sets 5hr. 42min.

High water—Morning 10hr. 15min.

Afternoon 4hr. 0min.

Low water—Morning 3hr. 30min.

Afternoon 5hr. 22min.

ANNIVERSARIES.

1834—The late Rev. C. H. Spurgeon born.

1837—Shanghai occupied by British forces.

1838—Gwaijer occupied by Sir Hugh Rose.

1864—The Confederate *Alabama* sunk by the Federal cruiser *Kearsarge*.

1897—Thirty-three prisoners released from Victoria Goal in honour of the Diamond Jubilee.

1899—Important seizure of arms at Bangkok on board German steamer *Else* for Hongkong.

TO-MORROW.

Thursday, 20th June, 1901.

Chinese—4th of 5th moon of 27th year of Kwang-su.

Sun—Rise 5hr. 18min.

Sets 5hr. 42min.

High water—Morning 10hr. 20min.

Afternoon 4hr. 10min.

Low water—Morning 3hr. 25min.

Afternoon 5hr. 17min.

ANNIVERSARIES.

1837—Accession of the late Queen Victoria.

1867—Russia annexed purchased by the United States.

1891—Attack on mission premises at Hamen city.

1896—Madagascar declared a French Colony.

1897—Reign Thanksgiving Day.

1898—Russia stopped Chinese warships from entering Port Arthur.

1899—Shanghai Reports that Italian claims will be allowed to drop.

AGENDA.

TO-DAY.

Cargo ex *Sanjia* subject to rent.

TO-MORROW.

Cargo ex *Kunming* subject to rent.

Cargo ex *Shanghai* subject to rent.

FRIDAY, 21st.

N. Y. K. steamer *Sado Maru* leaves for Japanese Ports.

Noon—N. Y. K. steamer *Yawata Maru* leaves for Japanese Ports.

Noon—N. Y. K. steamer *Mitsui Maru* leaves for Bombay, via Singapore, etc.

4 p.m.—I. C. S. N. Co.'s steamer *Yuen-sang* leaves for Manila.

5 p.m.—C. M. Co.'s steamer *Perla* leaves for Manila.

SATURDAY, 22nd.

Noon—P. & O. Co.'s steamer *Paromatta* leaves for Europe.

Cargo ex *Wardur* subject to rent.

Cargo ex *Wardur* subject to rent.

Cargo ex *Wardur* subject to rent.

Cargo ex *Wardur* subject to rent.

Cargo ex *Wardur* subject to rent.

Cargo ex *Wardur* subject to rent.

SUNDAY, 23rd.
O. S. K. Co.'s steamer *Daigin Maru* leaves for Coast Ports.
Cargo ex *Maria Valerie* subject to rent.

MONDAY, 24th.
4 p.m.—N. Y. K. steamer *Rigun Maru* leaves for Victoria B.C. and Seattle U.S.A.

TUESDAY, 25th.
Cargo ex *Sado Maru* subject to rent.

WEDNESDAY, 26th.
O. S. K. Co.'s steamer *Maiduru Maru* leaves for Anping, via Swatow and Amoy.

Noon—C. P. R. Co.'s steamer *Empress of India* with mails etc., leaves for Vancouver B.C.

THURSDAY, 27th.
Noon—E. & A. Co.'s steamer *Airlie* leaves for Australian Ports.

Noon—U. S. Co.'s steamer *Coptic* leaves Honolulu via Shanghai, etc.

Noon—N. D. L. steamer *Sachsen* with mails passengers etc., leaves for Southampton.

FRIDAY, 28th.
Daylight—N. Y. K. steamer *Yitachi Maru* leaves for Marseilles and London.

4 p.m.—N. Y. K. steamer *Kawachi Maru* leaves for Sydney and Melbourne via Manila Cebu.

(About)—P. & O. Co.'s steamer *Malacca* leaves for Shanghai and Japan.

SATURDAY, 29th.
(About)—P. & O. Co.'s steamer *Japan* leaves for London.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

June 18th.

Mr. J. F. O. Stratton, 3rd engineer s.s. *Whampoa*, has been promoted 2nd engineer s.s. *Shan*.

Mr. H. Knox, has joined the *Whampoa*, as 3rd engineer.

Mr. McCarthy, 2nd engineer s.s. *Elita Nossack*, has left that ship.

Mr. Jorgensen, 2nd officer, *Elita Nossack*, is on sick leave at Shanghai.

Mr. Siegmann, has been transferred and engineer of the *Elita Nossack*, from the *Nanyang*.

June 19th.

Mr. D. C. Campbell, lower Yangtze pilot, having returned from leave, has resumed his duties as pilot of the Canadian Pacific Co.'s steamers.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|--------------|--|---------------------------------|
| SADO MARU | Kobe and Yokohama | To-morrow, 20th June, at 4 P.M. |
| YAWATA MARU | NAGASAKI, KOBE and YOKO. | FRIDAY, 21st June, at Noon. |
| MIKE MARU | HAMA, BOMBAY, via SINGAPORE and COLONBO | FRIDAY, 21st June, at Noon. |
| RIOJUN MARU | VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA | MONDAY, 24th June, at 4 P.M. |
| HITACHI MARU | MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | FRIDAY, 28th June, at Daylight. |
| ROSETTA MARU | SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | FRIDAY, 28th June, at 4 P.M. |

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

—Hongkong, 19th June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|---|-------------------------------|----------------|
| AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | THURSDAY, 4th July, at Noon. | |
| HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Tuesday, 30th July, at Noon. | |
| NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Saturday, 24th Aug., at Noon. | |

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

—Hongkong, 19th June, 1901.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.

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SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS, LIMITED.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|------------------|-----------------------------------|----------------|
| "COPTIC" | THURSDAY, 27th June, at Daylight. | |
| "CITY OF PEKING" | SATURDAY, 13th July, at Noon. | |
| "GABRIEL" | TUESDAY, 23rd July, at Noon. | |
| "CHINA" | TUESDAY, 6th August, at Noon. | |
| "DORIC" | THURSDAY, 15th August, at Noon. | |
| "PERU" | SATURDAY, 31st August, at Noon. | |

THE O. & O. Company's Steamship "COPTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 27th instant, at Daylight, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

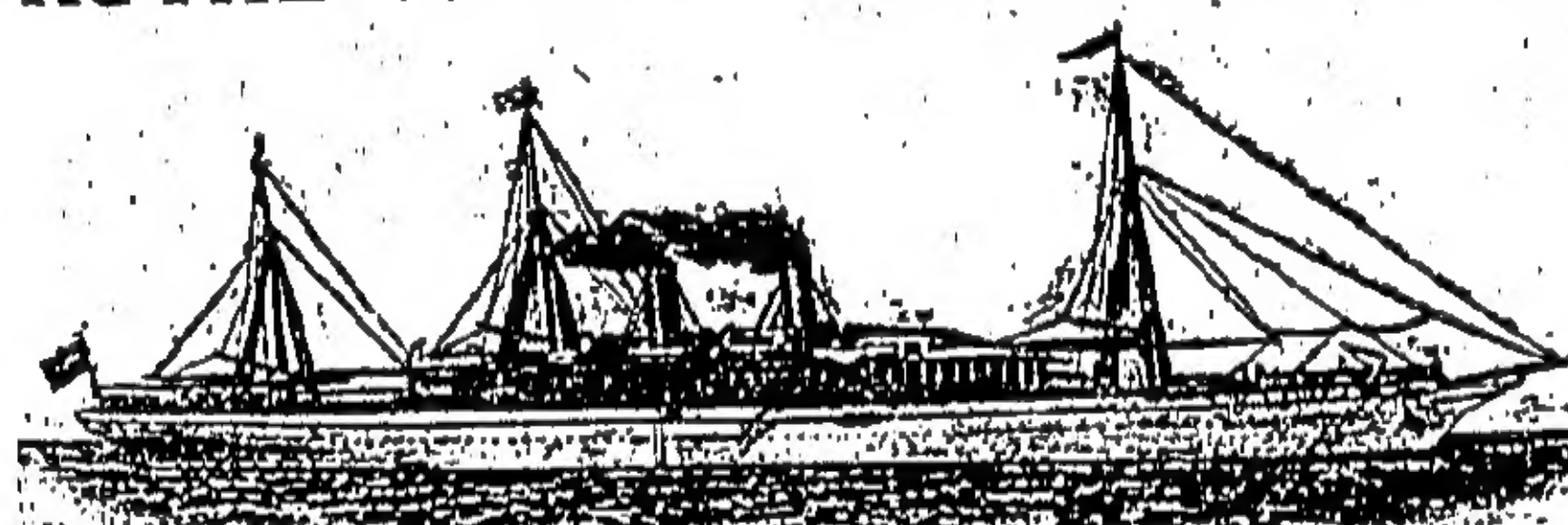
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

—Hongkong, 18th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

| | | |
|------------------|-------------------------------|------------------------|
| EMPRESS OF INDIA | Comdr. O. P. Marshall, R.N.R. | WEDNESDAY, 26th June. |
| EMPRESS OF JAPAN | Comdr. H. Pybus, R.N.R. | WEDNESDAY, 17th July. |
| EMPRESS OF CHINA | Comdr. R. Archibald, R.N.R. | WEDNESDAY, 7th August. |

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers are Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Peddler's Street.

—Hongkong, 5th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OBTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|-----------|----------------------------|----------------|
| NUERNBERG | HAVRE and HAMBURG. | 25th June. |
| SAMBA | HAVRE, BREMEN and HAMBURG. | 12th July. |
| WUEKZBURG | HAVRE and HAMBURG. | 26th July. |
| ACILIA | HAVRE and HAMBURG. | 9th August. |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

| FOR | STEAMERS. | TO SAIL. |
|---|------------|------------------------|
| TIENTSIN | "NANCHANG" | 21st instant. |
| SHANGHAI | "WHAMPOA" | 22nd instant. |
| MANILA | "TAIWAN" | On or about 14th July. |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. | "TAIWAN" | On or about 14th July. |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

—Hongkong, 18th June, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

| FROM | STEAMERS. | TO SAIL. |
|-----------------------|-------------|------------|
| GLASGOW and LIVERPOOL | "IXION" | 21st June. |
| " | "PELUS" | 25th June. |
| " | "DEUCALION" | 28th July. |

HOMEWARDS.

| FOR | STEAMERS. | TO SAIL. |
|--------------------|--------------|------------------|
| LONDON | "MACHAO" | 25th June. |
| " | "PROMETHEUS" | 15th July. |
| " | "ALCINOUS" | 23rd July. |
| LIVERPOOL (DIRECT) | "GLAUCUS" | About 15th July. |

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

—Hongkong, 17th June, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

—Hongkong, 18th May, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King, 13,379 | about 1 June 21

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 21st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 19th June, 1901. 184c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th June, 1901. 226c

"GLEN" LINE OF STEAMERS.

FOR LONDON. THE Company's Steamship

"GLENARRY," Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 20th May, 1901. 579c

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"INDRANI," Captain will be despatched as above on or about the 10th July.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901. 529c

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP. THE Company's Steamship

"GLENESK," Captain J. Rafferty, will be despatched for the above Ports, on THURSDAY, the 11th July.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901. 644c

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 25th May, 1901. 1577c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG," Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 21st instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th June, 1901. 634c

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA," Captain G. T. Blandford, will be despatched as above on FRIDAY, the 21st instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 17th June, 1901. 635c

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SEATTLE VIA SHANGHAI AND JAPAN. THE Company's Steamship

"HYSON," Captain J. S. Hogg, will be despatched on SATURDAY, the 22nd instant, taking Cargo to SEATTLE and Overland Points, U.S.A., via Great Northern Railway at Current Rates.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 18th June, 1901. 643c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 23rd instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th June, 1901. 226c

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE," Captain St. John George, will be despatched as above on THURSDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th June, 1901. 594c

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 25th March, 1901.

| Companies. | Paid up Capital. | Latest quotation. |
|-----------------------------|------------------|-------------------|
| Banks. | | |
| Banking Corporation | \$125 | 390 % premium |
| Bank of China | | |
| Bank of Japan, Limited | £ 5 | Nominal |
| Bank of China | | |
| Bank of Japan, Limited | £ 4 | £1 |
| Bank of China | | |
| Bank of Japan, Limited | £ 1 | £55 buyers |
| Bank of China | £ 8 | \$37 buyers |
| Bank of Japan, Limited | £ 1 | \$35 sellers |
| Myling Insurance. | | |
| Myling Insurance Co., Ltd. | \$ 50 | \$340 buyers |
| Myling Insurance Co., Ltd. | \$ 25 | \$60 |
| Myling Insurance Co., Ltd. | £ 25 | Tls. 180 |
| Myling Insurance Co., Ltd. | \$ 60 | \$125 |
| Myling Insurance Co., Ltd. | \$ 50 | \$80 sellers |
| Myling Insurance Co., Ltd. | \$ 50 | \$10 |
| Insurance. | | |
| Insurance Co., Ltd. | \$ 50 | \$340 |
| Insurance Co., Ltd. | \$ 20 | \$82½ |
| Shipping. | | |
| Shipping Co., Ltd. | \$ 15 | \$35 sellers |
| Shipping Co., Ltd. | \$ 10 | \$147 buyers |
| Shipping Co., Ltd. | \$ 50 | \$62 buyers |
| Shipping Co., Ltd. | \$ 40 | \$32 |
| Shipping Co., Ltd. | \$ 50 | \$35 buyers |
| Shipping Co., Ltd. | \$ 10 | \$12 buyers |
| Shipping Co., Ltd. | \$ 10 | \$12 buyers |
| Shipping Co., Ltd. | £ 5 | \$7 buyers |
| Shipping Co., Ltd. | \$ 10 | \$32 buyers |
| Shipping Co., Ltd. | \$ 2½ | \$32 buyers |
| Refineries. | | |
| Sugar Refining Co., Ltd. | \$100 | \$144 buyers |
| Sugar Refining Co., Ltd. | \$100 | \$36 sales |
| Mining. | | |
| Mining Co., Ltd. | \$ 9 | \$64 sellers |
| Mining Co., Ltd. | \$ 1 | \$120 |
| Mining Co., Ltd. | £ 250 | \$125 |
| Mining Co., Ltd. | 25 cts. | 6 cents sellers |
| Mining Co., Ltd. | \$ 5 | \$34 sellers |
| Mining Co., Ltd. | 18s. 10d. | \$14 sellers |
| Mining Co., Ltd. | \$ 5 | \$14 |
| Mining Co., Ltd. | \$ 5 | \$14 |
| Docks, Wharves and Godowns. | | |
| Docks, Wharves and Godowns | \$ 50 | \$322½ sellers |
| Docks, Wharves and Godowns | \$ 50 | \$105 |
| Docks, Wharves and Godowns | \$ 37½ | nominal |
| Docks, Wharves and Godowns | \$ 62 | \$32½ buyers |
| Land, Hotels and Buildings. | | |
| Land, Hotels and Buildings | 10 | \$98½ sales |
| Land, Hotels and Buildings | \$100 | \$199 sales |
| Land, Hotels and Buildings | \$ 30 | \$30 sales |
| Land, Hotels and Buildings | \$ 50 | \$35 sales |
| Land, Hotels and Buildings | \$ 50 | \$37 sales |
| Land, Hotels and Buildings | \$ 50 | \$37 sales |
| Land, Hotels and Buildings | \$ 10 | \$37 sellers |
| Cotton Mills. | | |
| Cotton Mills | \$100 | \$8 buyers |
| Cotton Mills | Tls. 100 | Tls. 50 sellers |
| Cotton Mills | Tls. 100 | Tls. 40 sales |
| Cotton Mills | Tls. 100 | Tls. 50 buyers |
| Cotton Mills | Tls. 500 | Tls. 300 sellers |
| Cotton Mills | Tls. 100 | Tls. 25 buyers |
| Cigar Companies. | | |
| Cigar Companies | \$500 | \$1,500 sellers |
| Cigar Companies | \$ 50 | \$60 |
| Miscellaneous. | | |
| Miscellaneous | \$ 10 | 19½ sellers |
| Miscellaneous | \$ 15 | \$38 sellers |
| Miscellaneous | \$ 10 | \$13 |
| Miscellaneous | \$ 10 | \$9½ |
| Miscellaneous | \$ 10 | \$12½ |
| Miscellaneous | \$ 5 | \$62 |
| Miscellaneous | £ 10 | \$135 buyers |
| Miscellaneous | \$ 50 | \$175 sales |
| Miscellaneous | \$ 25 | \$55 sellers |
| Miscellaneous | \$ 25 | \$80 sales |
| Miscellaneous | \$100 | \$235 buyers |
| Miscellaneous | \$ 6 | \$74 buyers |
| Miscellaneous | \$ 50 | \$30 buyers |
| Miscellaneous | \$ 10 | \$21 buyers |
| Miscellaneous | £ 1 | \$110 |
| Miscellaneous | \$ 4 | \$112½ sellers |
| Miscellaneous | \$ 5 | \$3 sellers |
| Miscellaneous | \$ 20 | \$20 sales |
| Miscellaneous | \$ 5 | \$7 |
| Miscellaneous | \$ 20 | \$20 |
| Miscellaneous | \$ 50 | \$50 |
| Miscellaneous | \$ 50 | \$56 |

Allen, Mr. G. W.
Andrews, Mr. D. A.
Angus, Mrs.
Arnold, Mr. H. A.
Auld, Mr. J. S.
Bailey, Mr. W. S.
Bell, Mr. and Mrs. O.
M. D.
Benjamin, Mr. David
Beringer, Mr. F. J. G.
Black, Mr. J.
Brabazon, Mr. R. L.
Bracker, Miss
Brandreth, R. N., Lt. &
Mrs.
Brenner, Mr. and Mrs. M.
Briscoe, Mr. J. E.
Brown, Mr. C. R.
Brown, R. E., Major W.
B.
Brown, Mr. J.
Bruce, Mr. and Mrs.
Brutton, Mrs. and child
Burnie, Mr. C. M. G.
Busustow, Mr.
Cameron, Mr. D. H.
Chapman, Mr. W. T.
Chrystal, Mr. and Mrs.
Clay, D. & Mrs. F.
Clarke, Mr. W. G.
Cole, Mr. G. E.
Colson, Mr. J. S.
Cunningham, Mr. P. A.
Davis, Mrs. W. & child
Denroche, Mr. P. C.
Discombe, Mr. G. M.
Dorehill, K. A., Major
Duff, Mr. J. F.
Dyson, Capt. P. S.
Eastwood, Mr. J. E.
Elwyn, Mrs. H. F.
Fernald, Mr. and Mrs.
Gallagher, Mr. H. J.
Gibson, Mr. Kennedy
Gibson, Mr. S. S.
Glover, Mr. C.
Goehers, Mr. E.
Grant, Mr. John
Griffin, Mr. A. E.
Hall, Capt. T. P.
Harding, Mr. H.
Harold, Mr. W.
Hess, Mr. J. L.
Howard, Mr. Thos.
Huke, Mr. A. N.
Innes, Capt.

Irving, Mr. E. N.
Johansen, Mr. and Mrs.
Joseph, Mr. & Mrs. E.
Katsch, Mr. E. A.
Kiene, Mr. and Mrs.
Kiene, Mr. A.
King, Maj. H. S., R.
Kirkwood, Mr. J.
Littledale, R. E., Maj.
R. P.
Long, Mr. & Mrs. D. H.
Macdonald, Capt. D.
Macdonald, Mr. D.
Marinas, Mr. L.
Marlow, Mr.
McLennan, Mr. L.
Menzie, Mr. Geo.
Miller, Mr. D.
Owen, Mr. W.
Parfitt, Mr. W.
Paschel, Mr. P. P.
Pascual, Mr. C.
Poiraires, Mr. H.
Polson, Miss
Price, Mr. H.
Reich, Mr. A. H.
Robertson, Mr. W. R.
Robinson, Mr. B.
Ross, Mr. S. B. C.
Ruell, Miss
Schäfer, Mr. C.
Snyder, Mr. R.
Shields, Mr. C. E.
Smithers, Mr. R. G.
Stevens, Mr. H. Goyt
Stewart, Mr. E. H.
Taylor, Mr. D. G.
Thomas, Mr. Harry
Tibbey, Mr. H. M.
Valentine, Mr.
Wakeman, Mr. G. H.
Walker, Mr. W. R.
Wardle, Mr. F. R.
Watts, Mr. and Mrs.
Frank W.
West, Mr. and Mrs.
H. S.
Whiley, Mr. W. J. G.
Whiley, Mrs. William
Whitton, Mrs. M. M.
Wild, Lieut. and Mrs.
Bagnall
Williamson, Mr. and
Mrs. A. A. and child
Wood, Mr. F. R.
Woolfen, Mr. J. J.
Yorke, Mr. A. D.

Beattie, Mr. James
Benjamin, Mr. S. S.
Bonnar, Mr. J. W. C.
Brace, Mr. H. F. R.
Briggs, Mr. G.
Cameron, Mr. Allan
Carrington, Sir John.
C.M.G.
Carrington, Miss
Collard, Col. A. W.
Crookenden, Col.
Dixon, Mr. F.
Elliam, Mr. A. S.
Ezekiel, Mr. J. S.
Ezekiel, Mr. R. M.
Forbes, Mr. A. Andrew
Fraser, Mr. and Mrs.
H. W.
Graham, Mr. D. M.
Harrison, Dr. and Mrs.
G. M.
Guthrie, Mr. and Mrs.
Hughes, Col. G. A.
Jeffries, Mr.
Jeffries, Mr. H. N.
Lang, Dr. C.
Lee, Mr. J. E.
Martin, Mr. E.
Miller, Mr. and Mrs.
Newell, Mr. Stuart G.
O'Gorman, Col. The
O'Gorman, Madam
Perrott, Col.
Pitt, Mr. John, R.N.
Pollock, Mr. H. E.
Prynne, Capt., R.A.M.
Prynne, Mrs.
Quintinoff, Mr. M.
Rouse, Mr. A. B.
Rublee, Mr. W. A. (U.
S. Consul of America)
Rublee, Mrs. W. A.
child and maid
Shellim, Mr. Edward
Sinclair, Mr. A.
Stokes, Mr. A. G.
Thomson, Mr. J. S.
Tomlin, Mr. G. L.
Wilder, Mr. H. B.
Wheeler, Mr. J. J.
Wilgress, Mr. W. V.
Wright, Mr. and Mrs.
H. Taylor

| | |
|--------------------------|------------------------|
| DeLisle, Mr. and Mrs. | Hewitt, Mr. and Mrs. |
| J. M. | T. H. B. |
| Brown, Mr. and Mrs. | Langlands, A.O.D. |
| H. Matheson | Capt. and Mrs. P. |
| Crouch, Mr. W. | Proc. Mr. Burns |
| Edwards, Mr. G. H. | Kowata, R.E.M., Lt. A. |
| Forreath, R.I.M., Lieut. | Volpicelli, Consul |
| G. N. | Ycaza, Mr. and Mrs. |
| Grimble, Mr. & Mrs. G. | F. H. |

KOWLOON HOTEL:

| | |
|--------------------|----------------------|
| Andrew, Mr. John | MacGregor, Mr. J. W. |
| Baehrs, Mr. F. | Nobbs, Prof. A. P. |
| Brandstedt, Capt. | Sadow, Mr. Louis |
| Cleashy, Mr. W. H. | Saxton, Mr. and Mrs. |
| Davies, Mr. W. D. | T. R. |
| Dean, Mr. F. | Spittles, Mr. J. |
| Earby, Mr. E. A. | Williams, Mr. G. F. |

| | |
|------------------------------------|------------|
| ON HONGKONG, 19th June. | |
| ON LONDON, Telegraphic Transfer | 111 |
| Bank Bills, on demand | 114 9/16 |
| Credits, 4 months' sight | 111 1/16 |
| Debitants, 4 months' sight | 2 1/2 1/16 |
| ON HAMBURG, (demand) | 120 1/16 |
| ON PARIS, Bank Bills, on demand | 247 |
| Credits, 4 months' sight | 25 5/16 |
| ON NEW YORK, Bank Bills, on demand | 47 |
| Credits, 30 days' sight | 48 |
| ON SHANGHAI, Telegraphic Transfer | 147 |
| On Demand | 147 |
| ON SHANGHAI, Telegraphic Transfer | 172 |
| Private, 30 days' sight | 70 |
| ON YOKOHAMA, Telegraphic Transfer | 172 |
| Gold, 1000/1000, 1/2 % | 510 |
| Silver, 1000/1000, 1/2 % | 510 |
| Gold Leaf 1000/1000, per ton | 57 |
| Bar Silver | 57 |
| Bar Gold | 57 |

Hongkong, 19th June.

| | |
|---------------------------|-----------------|
| New Patna | \$90 per chea |
| Old Patna | 875 " |
| New Benares | 87 1/2 per picu |
| New Malwa | 840 " |
| Old Malwa | 860/80 " |
| Persian, paper tied | 810 " |

VESSELS IN PORT.

Steamers.

BABELSBERG, German steamer, 1,379, A. Heemann, 14th June.—Pussocorron 6th June, Sugar.—Butterfield & Swire.

BELGIAN KING, British steamer, 2,170, Thos Weiss, 13th June.—San Diego via Japan 23rd April. Coal.—Butterfield & Swire.

BENLARIG, British steamer, 1,452, Kobke, 14th June.—Bangkok 7th June, Rice.—Bradley & Co.

BURNSIDE, American steamer, 1,400, A. H. Griffin, 14th April.—Manilla 17th April. Cable.—Government.

CHEANG CHEW, British steamer, 1,213, H. C. D. Frampton, 17th June.—Penang and Singapore 9th June, General.—Chinese.

DEVONSHIRE, British steamer, 2,364, A. Coulthard, 17th June.—New York 14th April, and Port Said 17th May, Kerosine.—Standard Oil Co.

DUKE OF FIFE, British steamer, 2,416, J. S. Cox, 15th June, Molt 10th June, Coal.—Dodwell & Co., Ltd.

FAUSANG, British steamer, 1,110, A. A. Mitchell, 14th June, —Java 4th June, Sugar. —Jardine, Matheson & Co.
GWAIRLO, British transport, 2,225, Wilso, 18th June, —Shanghai 15th June.
KOH-SI-CHANG, German steamer, 1,291, Leu, 18th June, —Bangkok 11th June, Rice. —Butterfield & Swire.
KUMSANG, British steamer, 2,078, E. J. Bull, 17th June, —Singapore 12th June, General. —Jardine, Matheson & Co.
KYOTO MARU, Japanese steamer, 1,639, Sakurai, 18th June, —Saigon 8th June, Rice. —Order.
LOOSOK, German steamer, 1,020, O. Fench, 12th July, —Bangkok 6th June, Rice. —Butterfield & Swire.
MARIA VALERIE, Austrian steamer, 2,648, Berberovich, 16th June, —Singapore 11 June, General. —Sander, Wierler & Co.
MUNCHEN, German steamer, 4,691, Krebs, 28th May, —Caroline Islands 15th May, Ballast. —Melchers & Co.
OAK BRANCH, British steamer, 2,064, H. Scheel, 12th June, —Mororan 4th June, Coal. —Dodwell & Co., Ltd.
PAKSANG, British steamer, 1,235, F. E. Ferris, 17th June, —Saigon 12th June, Rice. —Bradley & Co.
PENARTH, British transport, 1,950, W. H. Weston, 18th June, —New Zealand 13th May, General. —Government.
POMPEY, American steamer, 785, J. H. Servino, 21st Mar., —Manila 18th Mar., Coal. —U. S. Navy.
RIOJUN MARU, Japanese steamer, 2,979, N. Ohno, 16th June, —Mojil 11th June, Coal and General. —Nippon Yusen Kaisha.
SADD MARU, Japanese steamer, 3,858, V. Thompson, 18th June, —Singapore 13th June, General. —Nippon Yusen Kaisha.
ST. EDWARD, British steamer, 650, R. Rawcliffe, 30th Mar., —Si-hai-wei 25th May.
SANDAKAN, German steamer, 1,374, A. Branstetter, 6th June, —Sandakan 1st June, Timber and General. —Melchers & Co.
SIMONGAN, Dutch steamer, 1,818, Sandnana, 17th April, —Samarang and Saigon 29th March, Sugar. —Yuen Fat Hong.
TAICHIOW, German steamer, 860, W. Rehder, 14th June, —Bangkok 5th June, Rice and Teakwood. —Butterfield & Swire.
TAIYUAN, British steamer, 1,459, R. Nelson, 15th June, —Australia via Manila 13 June, General. —Butterfield & Swire.
TAKSANG, British steamer, 977, Baker, 16th June, —Bangkok 9th June, and Koh-sichang 11th, Rice and General. —Jardine, Matheson & Co.
TSURUHIKO MARU, Japanese steamer, 1,241, Ikigami, 14th June, —Zanzibar 11th June, Coals. —Jardine, Matheson & Co.
YAWATA MARU, Japanese steamer, 3,367, A. I. Moses, 18th June, —Australian Ports and Manila 16th June, General. —Nippon Yusen Kaisha.
YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 18th June, —Manila 15th June, General. —Jardine, Matheson & Co.

Perry, 29th May,—Manila 9th May.
 Ballast.—Order.
 EVIE, 1st Ray, American bark, Kaster, 24th
 May,—Singapore, 7th Mar., Timber-
 May, Sander, Wieler & Co.
 FULWOOD, British ship, 1085, Thomas, 15th
 Dec.,—Cardiff via Cape Town 25th Sept.
 Coal.—Government.
 HOLLISWOOD, American bark, 1084, E. M.
 Knight, 14th June,—Fremantle, W.A. 3rd
 May, Sandalwood.—Order.
 LUZON, American 4-masted schooner, 51,
 Aderson, 31st Mar.,—Port Townsend 5th
 Dec., General.—Holliday, Wise & Co.
 MADAGASCAR, British 4-masted barque, 1997,
 H. Smith, 14th Mar.,—from New York
 Oil.—Standard Oil.
 MARECHAL DE VILLARD, French bark, 1171,
 Rional, 31st May,—Cardiff 4th Jan., Coal-
 —E. A. Trading Co.
 MERCURY, German schooner, 52, Wiermes, 23rd
 Feb.,—Yap 9th Feb., Ballast.—Siarnes
 & Co.
 SEA WITCH, American ship, 1172, Howes, 21st
 Feb.,—Manila 18th Feb., Ballast.—Master.
 SUSSEX, British bark, 1212, Guthrie, 17th May
 —Fremantle 26th Mar., Sandalwood.—
 Master.
 VIMBOR, British 4-masted bark, 2433, D. S.
 Millan, 23rd Jan.,—New York 3rd Sept.
 Coal.—Oil Co.

Hongkong, June 19th, 1901.
Alacrity, despatch-vessel, 1,700 tons, 10 guns,
 3,000 i.h.p., Comdr. C. G. F. M. Cradock
 Shanghai.

Argonaut, 1st-class cruiser, 11,000 tons, 8,500 i.h.p., 16 guns; Capt. G. H. Cherry, R.N., Shanghai.
Astrae, 2nd-class cruiser, 4,300 tons, 7,000 tons, 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., F.R.C.S., Hongkong.
Barfleur, 1st-class battleship, 13,000 tons, 11,000 i.h.p., 13,163 i.h.p., Captain G. J. S. Warrender, Nagasaki.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Woonung.
Bonaventure, 2nd-class cruiser, 3,000 tons, 12 guns, 9,000 i.h.p., Captain G. G. Smyth, Hongkong.

Leake, Wuhu.
Brisk, 3rd-class cruiser, 1,770 tons, 6 guns
5,000 i.h.p., Comrander Sir Bouchie
Wrey, Bart., Hankow.
Britannia, 1st-class gunboat, 710 tons, 1,300
i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird
Fowchow.
Centurion, 1st-class battleship, 10,500 tons, 12
guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N.
Shanghai.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p.
Capt. Wm. C. Pakenham, Hongkong.
Dido, 2nd-class cruiser, 5,600 tons, 11 guns,
6,000 i.h.p., Capt. Tillard, Shanghai.
Endymion, 1st-class cruiser, 7,350 tons, 12,000
i.h.p., 12 guns, Capt. A. W. Paget, Hong-
kong.
Esk, coast defence gunboat, 363 tons, 3 guns,
200 i.h.p., Lieut.-Comdr. F. Blunt, Chin-
kiang.
Fame, twin screw, torpedo-boat destroyer, 360
tons, 6 guns, 5,400 i.h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns,
360 i.h.p., Canton.
Glory, 1st-class battleship, 14,850 tons, 16 guns,
13,500 i.h.p., Captain F. S. Ingfield,
Japan.
Goliath, 1st-class battleship, 12,950 tons, 16 guns,
13,500 i.h.p., Capt. L. Wintz, Shanghai.
Handy, twin screw, torpedo-boat destroyer,
200 tons, 6 guns, 4,000 i.h.p., in reserve.
Harb, twin screw, torpedo-boat destroyer, 260
tons, 6 guns, 4,000 i.h.p., Lieut. and Com.
G. C. Handy.

Humbird, storeship, 1,640 tons, 800 i.h.p., Comd'r H. J. Davidson, en route Shanghai.

Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 6-pounders, 870 i.h.p., Commander W. V. Smythe, Singapore.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, Singapore.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. C. Curzon Hongkong, Comd'r M.C.O. A.D.C. Weoung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Comdr. C. P. Mansel, Shanghai.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, S'pore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plouffe, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. O. V. de Meuse, Cowper, Shanghai.

Redgale, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin, river-gunboat, 2 guns, Lieut.-Comdr. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comd'r C. Hamilton, en route Singapore.

Sandpiper, British river-gunboat, 2 guns, Lieut.-Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtze.

Swift, 1st-class gunboat, 756 tons, 6 guns, 1,200 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut. and Comdr. C. P. Beatty-Pownall, Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 8,500 i.h.p., Capt. F. G. Stopford, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 6 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Twined, coast defence gunboat, 363 tons, 2 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, Lieut. Comdr. Lyne, Manila.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comd'r Mackenzie, U.S.O., Shanghai.

Winged, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 3, 36, 37 and 38, first-class; and 3 second-class boats.

Weber, Shanghai.

Dona, Austrian cruiser, 3,340 tons, Captain Victor Bless-v. Sambuchi, Singapore.

Holland, Dutch cruiser, 8 guns, 3,000 tons, 9,230 i.h.p., Capt. S. N. Sybrandi, Swatow.

Katerlin Elisabeth, Austrian cruiser, 8 guns, 3,000 tons, 9,000 i.h.p., Capt. M. V. Eissenhardt, Shanghai.

Konigin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rössum, Swatow.

Leopard, Austrian cruiser, 1,600 tons, Captain Müller, en route Saigon.

Liberal, Portuguese gunboat, 558 tons, Command. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless-v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,735 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenia, Austrian cruiser, 2,400 tons, Captain Skala, Shanghai.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser:
5,000 tons, twin screw, 26 guns, 2,500 h.p.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky at Taku.

Quatnam, Russian gunboat, 400 tons, twin screw, 18 knots, 3,300 h.p., Capt. Seberentzen, at Nikif, at Taku.

Gremitskiy, Russian armoured cruiser, 1,490 tons, twin screw 12 knots, 2,000 h.p., Capt. Mikhalishin, at Taku.

Koreya, Russian cruiser, 1,300 tons, 9 knots, 2,150 h.p., Capt. Silmann, at Taku.

Mandour, Russian cruiser, 1,213 tons, 9 knots, 34 guns, 1,400 h.p., Capt. Yakovlev, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 16 knots, 9,000 h.p. Capt. Yonish, at Nagasaki.

Nayadimid, Russian cruiser, 1,334 tons, 14 knots, 1,800 h.p., Capt. Zurine, at Nagasaki.

Otuazir, Russian armoured cruiser, 1,490 tons, twin screw, 12 knots, 2,000 h.p., Capt. Mikhalishin, at Taku.

Poltava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Rossia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rosbarynk, Russian cruiser, 1,330 tons, 1,780 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 131 class, 48 guns, 13,600 h.p., Capt. Haupt, at Port Arthur.

Seydlitz, Russian battleship, 10,900 tons, 15,300 i.h.p., 16 guns, Capt. Meulens, at Nagasaki.

Slatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.

Sislov Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Mollas, at Tokyo.

Stoivuch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sueaborg, 1st class, Russian torpedo boat, 600 tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots

Vladimir Monomach, Russian cruiser, 6,000 tons, 10 guns, Prince Ouchtomsky, at Port Arthur.

Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouevsky, at Nagasaki.

Vladnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulias, at Tokyo.

Zablaha, Russian cruiser, 1,330 tons, 20 guns, 3,000 h.p., Capt. Shkrieff, at Nagasaki.

Novokovskiy, at Shanghai.
Förel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasaka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kit, Russian torpedo boat, 350 tons, Capt. Kiyarsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 22 knots.
Podgora, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Stiriz, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Shat, Russian torpedo boat, 350 tons, Capt. Smirnow, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Soolchäna, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Som, Russian torpedo boat, 400, Capt. Giers, at Shanghai.
Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sirauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 22 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexieff.
 * Flagship of Rear-Admiral F. V. Dubossou.
 † Flagship of Rear-Admiral Remouit.

40 guns, Capt. Zur S. Rosendahl, at Woosung.

Busard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.

* *Furst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotte, at Takou.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, en route Shanghai.

* *Hansa*, German cruiser, 4,800 tons, 36 guns, Capt. Paschen, at Woosung.

Heide, German despatch vessel, 2,000 tons, 10 guns, Capt. Rampoel, at Woosung.

Hertha, German cruiser, 6,000 tons, 36 guns, Capt. von Useloni, at Shanghai.

Illit, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Strahner, at Shanghai.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 900 tons, 10 guns, Lieut. von Krosigk, at Amoy.

* *Kurfürst, Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holtzendorff, at Wöessung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Dachsenhardt, at Shanghai.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Burner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schlack, at Amoy.
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.
Wiesenburg, German battleship, 10,100 tons, 40 guns, Capt. von Müller, at Amoy.
Wirth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hoefpfer, at Shanghai.
No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Pullen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * Flagship of Rear-Admiral Geissler.
 * Flagship, Rear-Admiral Kirchhoff.

Belloy, at Nagasaki.
Amiral Charner, and-class cruiser, 4,750 tons,
 Capt. Bédihine, Japan.
Bengali, and class dispatch-boat, Lt.-Comd.
 De La Croix de Castries, at Nagasaki.
Chasseloup Laubat, and-class cruiser, 4,000
 tons, 9,000 i.h.p., 18 gun; Capt. Espinay S.
 Luc, at Foochow.
Comete, gunboat, 600 tons, Capt. Lotiel, a
 Canton.
Decider, gunboat, 690 tons, Capt. Maresubette

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Capt. Aurin, Saigon, Hongkong.
Eure, Dispatch transport, Capt. Vallée, Saigon.
Franck, gunboat, 693 tons, Capt. Adam, Saigon.
Guichen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.
Jean Bar, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.
Keraintin, 3rd class cruiser, 1,300 tons, 10 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. de la Motte du Portail, at Saigon.
Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.
Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.
Ville d'Alger, monitor, 944 tons, Captain Bomessaur, at Hongkong.
Viper, gunboat, 400 tons, Captain G. de Villeneuve, at Saigon.
 * Flagship of Vice-Admiral Courrôjollès.

3435 h.p., Comdr. C. H. Arnold, at Hong Kong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Comdr. J. W. Brown, at Manila.
Cassino, U.S. gunboat, 150 tons, 3 guns, 4,199 h.p., Comdr. S. W. Veer, at Shanghai.
Celtic, U.S. supply ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forre, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,409 h.p., Comdr. H. G. D. Colby, at Manila.
Culgo, U.S. supply ship, 7,245 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, Capt. C. McLean, at Manila.
Glacier, U.S. supply ship, Lieut. Comdr. A. Mertz, at Manila.
Harris, U.S. gunboat, 1,597 tons, 8 guns, 1,998 h.p., Comdr. J. W. Moore, at Manila.
Irish, U.S. distilling ship, 1,750 tons, 1,900 h.p., Capt. J. F. Messer, at Hong Kong.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.

Manila, U.S. gunboat, 4,057 tons, 2 guns, 7 h.p., Lieut.-Comdr. A. F. Nastro, at Manila.

Marlin, U.S. gunboat, 1,092 tons, 1,500 i.b., 12 guns, Cmdr. H. H. Green, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. F. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. F. Pigman, at Canton.

Nashville, U.S. cruiser, Comdr. R. F. Rogers, at Nagasaki.

Newark, U.S. cruiser, 4,600 tons, Comdr. M. Calla, en route Home.

New York, U.S. cruiser, 4,083 tons, Capt. McCullam, at Manih.

Oregon, 1st-class U.S. battleship, 10,280 to 16 guns, 17,112 h.p., Capt. F. W. Dickes, U.S.N., at Woosung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 10 h.p., Comdr. C. C. Cornwall, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 1,000 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 4,000 tons, Comdr. J. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Com. Demlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Winnington, U.S. cruiser, 2,222 tons, Capt. O. Albion, at Hongkong.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,580 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vesSEL, 674 tons, Capt. A. Cotten, at Manila.

Canelli, Shanghai.
Elba, Italian cruiser, 2,720 tons, Capt. Cacco-
Taku.
Fiermusca, Italian cruiser, Capt. Carlo Neg-
Shanghai.
Stromboli, Italian cruiser, 3,800 tons, Capt.
Caccoini, Shanghai.
Vettor Pisani, Italian cruiser, 6,700 tons, Ca-
V. Onofrio, Shanghai.

Faitshan, British steamer, 1,425, Losajus,
Hongkong, Canton, and Macao Steam-
Co.
Homan, British steamer, 1,377, H. D. Jones,
—Hongkong, Canton, and Macao Steam-
Co.
Foran, British steamer, 1,873, A. N. Patrick,
Hongkong, Canton, and Macao Steam-
Co.
Hankow, British steamer, 2,252, C. V. Lloyd,
Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain
—, Chi Wa & Co.
Tai-on, British steamer, 728, J. Lawrence, —
On Steamship Co.
Pak Kong, British steamer, — Kwong Wan S.
Co.
Kong Nam, British steamer, T. Austin, R.N.I.
— Chinese Owned

Clarke,--Hongkong, Canton and Mac
Steamboat Co.

Maan and Canton:--
Lungshan, British steamer, 141, G. F. Morrison
R.N.R.,--Hongkong, Canton and Mac
Steamboat Co.

Kiangtung, Chinese steamer, 583, R. J. Ma
kenzie, China Merchant Steam Navig
tion Co.

—Hongkong, Canton and Macao Steam
boat Co.
City of Whampoa, Chinese steamer, 40,—A
Yon.
Sun Chow, Chinese steamer,—Ah Yon.

Cheung Kong, Y. Kün, 58,—Kwong Wan, S. S. Co.
Kwai Lun, British steamer,—Kai Hing & Co.
Lit, American lorch.
Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co.
—J. M. & Co. and B. & S.

Post Office.

For Bangkok—Per *Taichiew*, to-morrow, the 20th instant, at 11 A.M.
For Yokohama and Kobe—Per *Maria Valerie*, to-morrow, the 20th instant, at 11 A.M.
For Macao—Per *Heungshan*, to-morrow, the 20th instant, at 12.45 P.M.
For Swatow—Per *Pakshan*, to-morrow, the 20th instant, at 1 P.M.
For Kobe and Yokohama—Per *Sado Maru*, to-morrow, the 20th instant, at 3 P.M.
For Canton—Per *Powan*, to-morrow, the 20th instant, at 5 P.M.
For Nagasaki, Kobe and Yokohama—Per *Yayuta Maru*, on Friday, the 21st instant, at 11 A.M.
For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Belgian King*, on Friday, the 21st instant, at 11 A.M.
For Tientsin—Per *Nanchang*, on Friday, the 21st instant, at 11 A.M.
For Shanghai—Per *Lysemoon*, on Friday, the 21st instant, at 2 P.M.
For Hongkong—Per *Yuenang*, on Friday, the 21st instant, at 3 P.M.
For Europe, &c., India, via Tuicorin—Per *Paraimatta*, on Saturday, the 22nd instant, at 11 A.M.
For Shanghai—Per *Whampo*, on Saturday, the 22nd instant, at 4 P.M.
For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seal le, (U.S.A.)—Per *Riojan Maru*, on Monday, the 24th instant, at 1 P.M.
For Manila—Per *Perla*, on Monday, the 24th instant, at 4 P.M.
For Singapore, Penang and Calcutta—Per *Kumiang*, on Tuesday, the 25th inst., at 2 P.M.
For Nagasaki and Wladivostok—Per *Daphne*, on Tuesday, the 25th instant, at 2 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India*, on Wednesday, the 26th instant, at 1 A.M.

Office of the Company, No. 50, Queen's Road Central, in the City of Victoria, Hongkong.